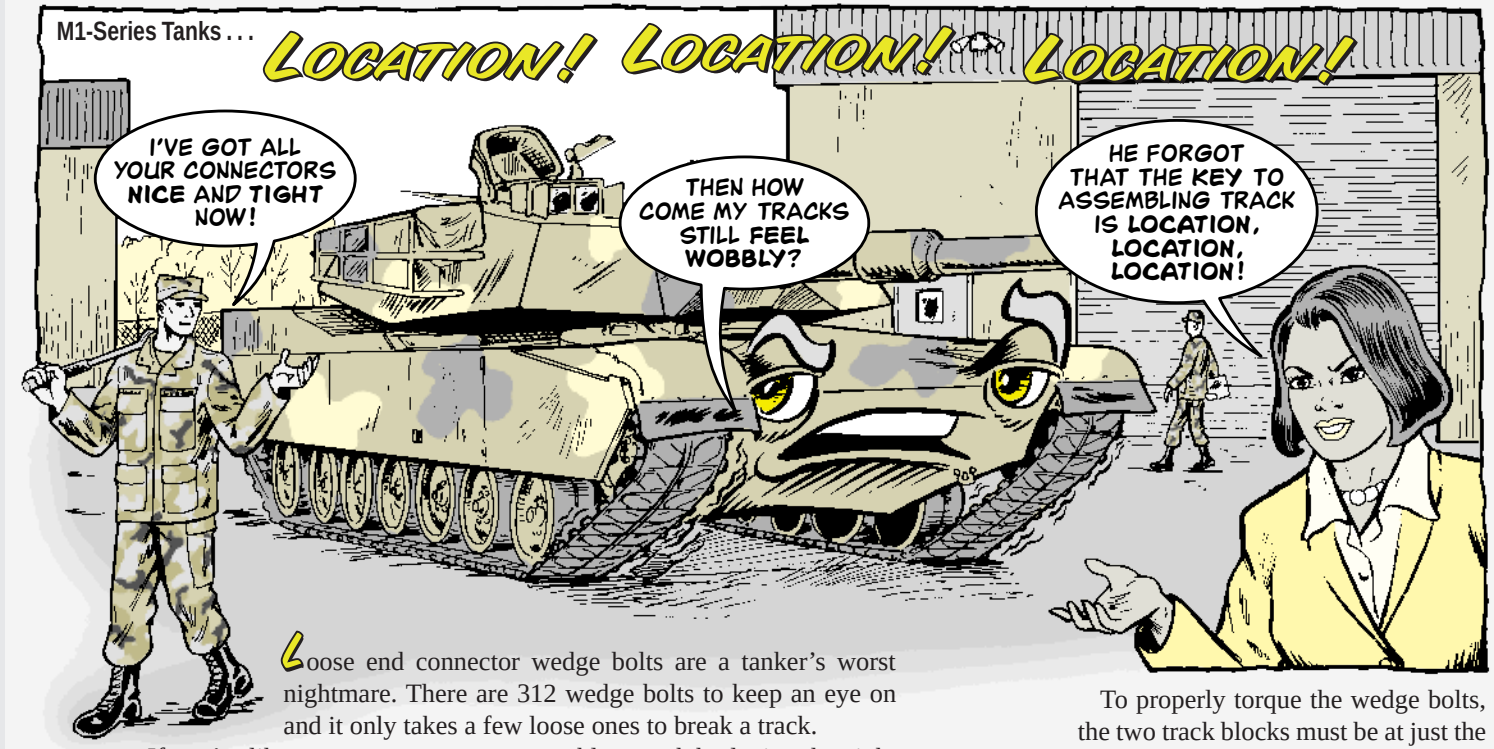
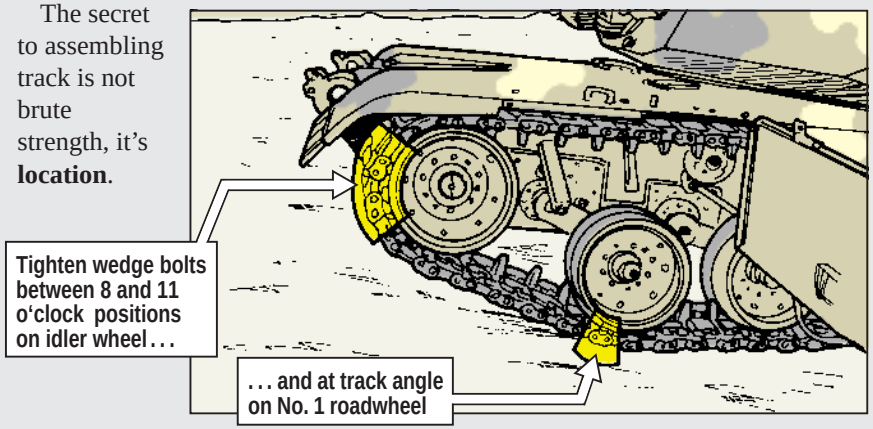



Loose end connector wedge bolts are a tanker's worst nightmare. There are 312 wedge bolts to keep an eye on and it only takes a few loose ones to break a track.

If you're like most crewmen, you assemble a track by laying the eight block sections on the ground and hooking them together. Then you tighten the end connector wedge bolts with all your might.

Unfortunately, you're wasting your time. As soon as the track is on the tank, the wedge bolts will start coming loose.

The secret to assembling track is not brute strength, it's **location**.






To properly torque the wedge bolts, the two track blocks must be at just the right angle to each other. That's so there is no tension between the wedge bolt and the angled face on the two track pins.

The only places where this happens are the two angles created by the track between the idler wheel and the No. 1 roadwheel. It's there and only there that you should assemble a new track or replace a track block.

The same goes for loose wedge bolts you find during inspection. It won't do any good to tighten the bolts unless you do it at the angles between the idler wheel and the No. 1 roadwheel.

Torquing the wedge bolts in the right place will keep your tank on track for many miles to come.

# The Frustration Factor

Mechanics, take the frustration factor into consideration when torquing down the hex socket bolts that attach the NBC tube to the engine on M1-series tanks.

The bend in the tube makes it hard to get your torque wrench on two of the four bolts. If you're not careful, the wrench slips and the tube is cut. If outside air can get in, the tank is NMC.